AMENDMENTS TO THE SPECIFICATION

Please amend the following paragraph beginning on page 3, line 22 as follows:

Yet another form of the present invention contemplates ~~amethod~~ a method comprising: operating a turbocharger including a swing vane variable geometry turbine having a plurality of guide vanes, the turbine including an inlet passage having an exhaust gas flow area adapted for the flow of exhaust gas, the exhaust gas flow area having a first area for an internal combustion engine operating in a normal operating range; determining a first temperature of the exhaust gas proximate the outlet of the variable geometry turbocharger; swinging the plurality of guide vanes within the variable geometry turbine to reduce the size of the exhaust gas flow area from the first area to a reduced area if the first temperature does not satisfy a threshold temperature; and, flowing a portion of the exhaust gas entering the inlet passage around the plurality of guide vanes of the variable geometry turbine.

Please amend the following paragraph beginning on page 8, line 10 as follows:

Referring to FIG. 1, this illustrates a known turbocharger as disclosed in U.S. patent number 5,044,880. The turbocharger comprises a turbine stage 1 and a compressor stage 2. The turbine stage 1 is a variable geometry turbine comprising a turbine housing 3 defining a volute or inlet chamber 4 to which exhaust gas from an internal combustion engine (not shown) is delivered. The exhaust gas flows from the inlet chamber 4 to an outlet passageway 5 via an annular inlet passageway 6 defined on one side by a radial

wall 7 of a moveable annular member 8, referred to herein as a nozzle ring, and on the other side by a facing radial wall 9 of the housing 3. An array of nozzle vanes 10 extend through slots in the nozzle ring 8 across the inlet passageway 6 from a vane support ring 11 which is mounted on support pins ~~12~~ 11a. The arrangement is such that the degree to which the vanes 10 extend across the inlet passageway 6 is controllable independently of the nozzle ring 8 and will not be described in detail here.

Please amend the following paragraph beginning on page 11, line 23 as follows:

FIGS. 2a and 2b illustrate a modification of the turbocharger of Fig. 1 in accordance with the present application. Only those parts of the turbine which need to be described for an understanding of the invention are shown in FIGS. 2a and 2b, which are enlargements of the nozzle ring/inlet passageway region of the turbocharger showing the nozzle ring in fully open and fully closed positions, respectively. The nozzle ring 8 is modified by the provision of a circumferential array of apertures 32 provided through the radially outer flange 21. The positioning of the apertures 32 is such that they lie on the side of the seal ring 26 remote from the inlet passageway 6 (as shown in FIG. 2a) except when the nozzle ring ~~6~~ 8 approaches the closed position, at which point the apertures 32 pass the seal 26 (as shown in FIG. 2b). This opens bypass flow path allowing some exhaust gas to flow from the inlet chamber 4 to the turbine wheel 12 via the cavity 22 rather than through the inlet passageway 6. The exhaust gas flow that bypasses the inlet passageway 6, and nozzle vanes 10, will do less work than the exhaust gas flow through the inlet passageway 6 particularly since this is turned in a tangential direction by the vanes 10. In other words, as soon as the apertures 32 are brought into communication

with the inlet passageway 6 there is an immediate reduction in the efficiency of the turbocharger and corresponding drop in compressor outflow pressure (boost pressure) with an accompanying drop in engine cylinder pressure.